

Lake Hood & ANC General Aviation Airport Master Plan

Meeting: Technical Advisory Meeting #2/Workshop
Date: 7/27/2004
Location: DOT&PF Building, Lake Hood, Anchorage AK.

Purpose: On July 27, 2004 a Technical Advisory Committee (TAC) meeting and "Perfect World" workshop was held in Anchorage to provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present data on the aviation forecast demand, conduct the Perfect World workshop and gain insight into what airport users consider "perfect world" land uses at the Airport.

Participants:

Airport Representatives: Mort Plumb, Director (ANC); Kip Knudsen, ADOT&PF Deputy Commissioner; Diana Rigg, Ted Stevens Anchorage International Airport (ANC) Project Manager; John Parrott, ANC Operations; Andy Hutzell, Lake Hood Manager; Bob Mellin, Lake Hood Leasing, Bill Chord, ANC Planning, Jen Payne ANC Community Relations, and Monique Garbowicz, ANC Environmental.

Consultant Team: Nicole McCullough, Sara Funk, Teresa Fredrickson, ASCG Incorporated; and Christina Mitchell, HNTB Corporation attended the meeting along with two members of the public and 16 members of the TAC. Gabriel Mahns from FAA represented John Lovett and Tom Bullard from AACT represented John Craft. Dave Hanson from ARKTOS facilitated the meeting.

TAC Committee Members:

John Lovett	Federal Aviation Administration (FAA) – Gabriel Mahns represented FAA.
Dick Armstrong	ACE Hangars/Fuels
Will Walker	Spennard Community Council
Cathy Gleason	Turnagain Community Council
Bill Hatley	Fly North
John Pletcher	Retired
Steve Fishback	ECI/Hyer
Patrick Witherell	Sandlake Community Council
Tom George	Aircraft Owners and Pilots Association (AOPA)
Dee Hanson	AOPA LHD/Z41
Felix Maguire	Alaska Airmen's Association/AACC/NEAA
Scott Christy	Lake Hood Pilots Association
John Craft	FAA Tower - Tom Bullard represented the FAA Tower.
Jack Barber	Alaska Air Taxi
Brent Cole	AOPA
Ron Smith	Lake Hood Harbor
James Seely	Lake Hood Pilots Association
Rudy Berus	OAS
David Hall	Signature Flight Support/South Airpark

Invited But Not in Attendance:

Matt Ross	Signatory Airlines
Karen Casanovas	Alaska Air Carriers Assoc
Gene Zerkel	Alaska Aircraft Sales
John Pratt	Seaplane Pilots Association
Dana Pruhs	South Airpark
Stephen Routh	AHI

The meeting began around 11:40 p.m. Copies of the agenda, and the Lake Hood and ANC GA Activity Forecast presentation were provided to participants.

Meeting Summary:

Introductions. Dave Hanson provided a brief overview of the meeting purpose, ground rules, and agenda. Dave introduced Mort Plumb, Director of Ted Stevens Anchorage International Airport. Mort thanked the TAC members for their efforts and looked forward to a productive workshop. Brief introductions of the TAC members, the ANC staff and the ASCG Incorporated team members and the public followed. Later, Kip Knudsen also thanked the TAC members for their work.

Master Plan Status Report. Nicole McCullough provided a brief review of the airport master planning efforts and schedule. ASCG began work on the master planning effort in February 2004 with the first TAC meeting in April 2004. A public meeting to introduce the project was also held in April. Since then, a draft inventory chapter (Chapter 1) and draft Forecast chapter (Chapter 2) for the master plan were developed. Chapter 2 was provided in the TAC meeting packet. The FAA has provided a verbal approval of the demand forecasts. Chapter 1 is expected to be completed soon. It is anticipated that the airport master plan will be completed over an 18 month period.

Presentation and Q&A on Forecasts. Christina Mitchell provided an overview of the forecast demand for general aviation at ANC and LHD/Z41. Christina offered to provide further details after the meeting to interested individuals. During the past 15 years, historical operations have fluctuated, hitting an all time low last year. Graphics presented trend lines for future general aviation operations at Lake Hood and ANC. Annual operations expected at LHD/Z41 are anticipated to grow to between 67,000 and 75,000 operations by 2023. This is at an annual growth rate of .07% to 1.3%. General aviation activity at ANC is expected to grow from 71,000 to 105,000 by 2023. In general, FAA groups statistics for ANC and LHD/Z41 together. However, the forecast results are similar to the FAA Terminal Area Forecast (TAF).

Christina reviewed the forecast for based aircraft at Lake Hood. Currently, there are 1,049 aircraft based at LHD/Z41. This number is expected to increase to 1,238 by 2023. Based aircraft at ANC are expected to grow at approximately 3.6% annually. Most of this growth will occur in corporate jets. Tom George asked how LHD traffic counts are reported. Bill Chord stated that in 1998 the numbers were broken out between ANC and Lake Hood. Steve Fishback commented that the first chart shows the general aviation use trend declining, but this year the operations increased. Christina explained that student pilot numbers are increasing and the economy has been recovering nationwide. Tourism growth is projected in Alaska.

Cathy Gleason asked about constrained versus unconstrained forecasts. Sara Funk acknowledged that during the alternatives analysis, capacity constraints will be considered. At this time the forecasts are unconstrained.

Diana Rigg added that forecast operations will not reach the number of operations that occurred during the "1980s" peak.

Dee Hanson inquired about the Sport Pilot license and if those numbers were included in the assumptions. The Sport Pilot license does not require a medical certificate. Andy Hutzell explained that proposed changes in Title 17 will eliminate the medical certificate requirement for a tiedown permit. Sara Funk stated that FAA has been studying the Sport Pilot rule change and it is likely considered in their national GA forecasts. The same assumptions that FAA uses are included in the forecast analysis. FAA will be contacted regarding the Sport Pilot license. Christina also addressed allowances for 9/11; two approaches were used to consider 911 impacts, both personal income and number of aircraft operations.

Will Walker asked about enforcement of rules that tiedown and slip permittees must be active aviators. Andy Hutzell explained that inspection and monitoring of aircraft does occur, but aircraft with float equipment only need to fly once a month over a 90-day period.

Survey Results. While people ate lunch, Diana Rigg presented an update on the general aviation survey results. Diana asked the TAC if more surveys were needed and what questions should be addressed on a future survey. A survey was made available at the Air Show and Andy is currently conducting a survey of transient tiedown users. Very few people have completed and/or returned the survey questionnaires. Comments were made that a

5. People Amenities – public toilets, lodging, restaurants, retail, camping, bus stops
6. Terminal/FBOs (Fixed Base Operator)
7. Other

A map showing the airport property was provided at each group table. Every group member was given time to write a prioritized list of future land uses. A facilitator and a scribe were assigned to each team to document preferred land uses. The team members then gave their first priority, marking the location of future facilities or land uses. Following a round robin reporting system, sticky notes were attached to each location. Each group member provided approximately five priority future land uses. At the end of this exercise, each group facilitator gave a presentation listing the group results. The following summarizes each group's results. Attached are copies of the maps and land use priorities from the three groups.

Orange

Ron Smith, James Seely, Scott Christy, Felix Maguire, and Brent Cole.

1 – Runways and Taxiways

New North/South Paved/Gravel runway located east of the Post Office and west of Aircraft Drive.

Additional North/South paved runway located west of ANC Runway 14/32.

New taxiway located west of Postmark Drive and south of Taxiway U.

2 – Public Ramps

Public Ramps (No comments received)

3 – Open Space

In order to create open space and improve safety at the ANC Runway 14/32, 6L, and Runway 6R approach ends and slightly west of South Airpark; it was suggested that a land trade of property near the Coast Trail (North of Postmark Drive might be an option.

4 – Aircraft Parking

Two areas were identified as possible wheeled tiedown areas. The first site is located south of Aircraft Drive near the Snow Disposal Facility. The second area proposed was located south of Runway 6R and west of South Airpark. Individuals expressed a need for additional wheeled aircraft parking,

Five locations were discussed as possible float parking, slips, docks, and dry land float parking. The open space located at the north end of Commercial Finger One was cited as a possible location for dry land storage. Another option discussed was to convert Spenard Beach into an additional float dock area. The open space east of the DOT&PF building might also be used to create additional float parking. Also, the property north of Taxiway Victor and south of Tom Wardleigh Drive could be used for dry land float parking. Finally,

additional dry land storage could be located west of South Airpark parallel Runway 6R, east of Little Campbell Lake.

Five sites were identified as possible transient parking. The property north of Taxiway Victor and south of Tom Wardleigh Drive could be used for dry land transient parking. Additional transient float parking might be accommodated east of Finger 5 near Spenard Beach and along Lakeshore Drive and Wisconsin Street. The open space east of the DOT&PF building might also be used to create additional transient float parking. Another proposed area for transient parking is located south of Runway 6R and west of South Airpark. Everyone agreed that centralizing transient parking is needed.

Both T and Row Hangars were suggested for the area immediately east of Z41.

5 – People Amenities

Three sites were noted as needing, at a minimum, public toilets and telephones. Group members emphasized the following locations for public toilets and telephones: east and west along Lakeshore Drive near the North Pothole, near the LakeAire Complex, and if development occurs south of Runway 6R (west of South Airpark) these facilities would be appreciated. While the group emphasized that basic facilities such as toilets and telephones are needed to accommodate transient pilots, local operators, and visitors, it would also be convenient to have bus service.

6 – Terminal/FBOs

It was suggested that an FBO be located at the existing DOT&PF maintenance facility.

Another possible FBO facility for general aviation and Part 135 was recommended for future development west of South Airpark.

7 – Other

A land trade was suggested for the current Aviation Heritage Museum. Trading the land at the Armory might provide an area for the Museum and permit visitors to still enjoy the facilities without creating additional vehicular traffic, etc. This would possibly “free up” the current hangar space. The Museum would likely require the hangars for some time to renovate aircraft.

In order to expedite traffic movement between LHD/Z41, Taxiway Y, and ANC 14/32; a road connection (or tunnel) was recommended.

Separated paths and channeling of pedestrian, bicyclists, and other visitor traffic was suggested. Improved security and fencing was also suggested. In particular, the following locations were considered: Near Commercial Finger 1; and east along Lakeshore Drive; near the Millennium Hotel and west of Spenard; near the ADOT&PF building; and at the museum.

Improve roads along the fingers.

Improve access points near South Airpark along Raspberry.

Possible camping area for transient aircraft owners.

Yellow

Dick Armstrong, Dee Hanson, Will Walker, Tom Bullard, and John Pletcher.

1 – Runways and Taxiways

Develop a new 4,500' paved runway in the area suggested in the 1989 Airport Master Plan, with a 2,500' gravel strip next to it. (two people)

Develop a new paved runway about 500 feet east of the recommended new strip recommended in the 1989 plan.

There is a need for an expanded gravel strip

Expand lake to provide more usable maneuvering space for s/e waterlane

2 – Public Ramps

Build a public ramp at the south end of Lake Hood (2 people)

3 – Open Space

4 – Aircraft Parking

Consolidate parking for transient aircraft

Add aircraft parking east of the existing gravel strip, at Charlie parking and west of South Park

No additional parking spots

Add space for T hangars near LHD offices

If can't do hangars, make more wheeled tie downs

More transient parking

Make a floating dock for transients (2 people)

More enclosed jet parking at South Park.

Save "a" & "b" parking

More wheeled and float parking at several places around the airport

Keep Charlie Parking for GA

5 – People Amenities

Provide permanent restrooms (2 people)

Reduce the potential for conflict between aircraft and pedestrians, joggers, bicyclists, etc. (2 people)

Provide porta potties every ¼ mile

Designate areas for general public

Locate the air museum east of the Central Region DOT&PF building (2 people)

6 – Terminal/FBOs

Designate an area at Charlie Parking for an FBO

Create small terminal near the current LHD offices

7 – Other

No increased landings & take offs

Taller tower, better location for line of sight

When DOT&PF's lease is up on the upside building, claim it for G.A. use.

Green

Jack Barber, Rudy Berus, Steve Fishback (left before workshop), Tom George, Cathy Gleason, David Hall, Gabriel Mahns (left before workshop), and James Seely (moved to another group).

1 – Runways and Taxiways

Pave the remainder of the parallel taxiway for the gravel strip

Widen the taxiway turning radius and the taxiway free area at the windsock and aircraft parking

Retain Taxiway V

Provide taxiways at South Airpark before leasing land there

2 – Public Ramps

Build a public ramp at the south end of Lake Hood (2 people)

3 – Open Space

Preserve North Turnagain Bog

Protect Turnagain Bog around Echo Parking

Preserve the small area of wetlands and trees at the south end of Spenard Lake

Preserve Spenard Beach for recreation and transfer it to the Municipality of Anchorage

Build a berm to buffer noise on the north and east sides of Lake Hood

Acquire land to increase the buffer around the airport

Plant trees and other vegetation

4 – Aircraft Parking

Provide more and appropriately consolidated parking for transient aircraft

Expand Lake Fingers 4 and 5 northward for more slips

Convert the existing Museum (when a new monumental one is built) into a hangar for short-term aircraft storage

Provide small lease lots east of the gravel strip for private hangars

Provide a place for long-term storage of inactive aircraft

Provide transient parking on the east side of Spenard Lake

5 – People Amenities

Provide permanent restrooms (2 people)

Provide transient pilot amenities on the east side of Spenard Lake

Evaluate transient needs by conducting a survey

6 – Terminal/FBOs

Provide a bigger pilots' lounge

Provide more commercial (air taxi) development on the west side of Lake Hood

7 – Other

Improve snow removal method and costs for commercial leaseholders at Lake Hood and South Airpark

Provide a snow dump at South Airpark

Control public access (joggers, bicyclists) in aircraft areas (3 people)

Provide a walkway, separate from aircraft taxi areas, all around Lake Hood.

Build a road on the east side of the gravel strip so vehicles, etc. don't use Lakeshore Drive

Use the old airport maintenance complex site for general aviation

Improve the arrangement of wildlife fencing to keep aircraft and wildlife away from each other

Improve the condition of Aircraft Drive near Alpha Parking

Concentrate on improving existing Lake Hood facilities before expanding them

Site the museum east of the Central Region DOT&PF building

Provide a site for a museum

Get the museum off an active taxiway

Continue fencing from OAS to the Civil Air Patrol

Summary of Group Comments. Each group facilitator provided a brief summary of the teams preferred land uses. Diana welcomed additional thoughts and comments, and the TAC members were encouraged to provide any ideas to Diana via fax, telephone, e-mail or correspondence. The workshop concluded.

Workshop Adjourned at 1:30 p.m.

Comments Received following the Workshop.

1. Provide secure gates and fencing to enclose Lake Hood. Roadway gates should have card access or proximity readers to allow access of authorized individuals.
2. Provide more land for hangar construction. The airport must provide a suitable construction pad to make most of the hangar sites viable for private entity. Likely locations for hangar complexes is north of Echo parking, west of Echo parking (current maintenance building site) and east of the strip with apron facing runway to reduce airstrip noise into residential area.
3. Provide the Aviation Museum with the site east of the DOT building. The site has been applied for by the Museum and this lease should move forward.